

ALFA OCCIDENTALE

Issue 38, July 2020



Seen at the 2010 Alfesta, held at Phillip Island, Victoria, the 1950 World Championship winning Alfetta 159 had made a visit to Australia from the Alfa Romeo Museo Storico to help AROCA celebrate the 100th anniversary of Alfa Romeo.



This edition celebrates the **110th Anniversary of Alfa Romeo** and is the **38th Edition of ALFA OCCIDENTALE** – the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division). It provides a July update concerning our changing club program as some restrictions due to the pandemic are now being lifted here in WA.

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EARLY JULY UPDATE ON AROCA WA'S 2020 ACTIVITIES



Wednesday 24th June is the date of the 110th Anniversary of the birth of Alfa Romeo. In some small way, hopefully, today's circulation of this edition of Alfa Occidentale will add to your celebrations on this auspicious date for all Alfisti.

- At the club's 18th June committee meeting, updates to our upcoming program & related events were agreed on. While the committee will still be reserving some decisions regarding future events later in the year, with the WA government's significant relaxation of pandemic restrictions, the rescheduling of a number of our postponed 2020 events is now warranted.
- Already, the club has held its first Sunday morning run since the pandemic. This event occurred on Sunday 14th June with a run down to Waroona, starting from the Italian club in Fremantle. 13 Alfas containing 26 drivers, their partners and other family members attended. Photos from this event with its picnic lunch at a Drakesbrook Lake, near Waroona, appear below. This event was the first of a series of weekend and mid-week runs that the club intends to hold during the 2nd half of 2020.
- The 110th Alfa Romeo Anniversary Birthday dinner will be held at Acqua Viva on the Swan restaurant on Saturday 11th July. There is a TryBooking registration for this event at <https://www.trybooking.com/609591> which has taken 47 bookings as of 24 June. Do book very soon to be at this great evening. Due to Covid-19 restrictions, dinner numbers will have to be capped. Note also that, unless the attendance limit is reached earlier, TryBooking for this event will close at COB on July 6th.
- The next club run will be held on a date later in July. It probably will include another picnic. Look for an emailed announcement that will provide you with needed event details.
- In August and September, monthly first Tuesday club night events will be held again at the WA Light Car club. Note that Tuesday 3rd September is the club's AGM and pizza etc., will be provided. The program for the August night will be issued shortly.



- The 2020 Rotary Italian Car day is scheduled for Sunday November 1. However, alternative venues to Gloucester Park are being considered for this year, including the former Houghton's winery (now under new management) and Mulberry on Swan. A decision regarding the Italian Car Day's 2020 location will be announced in a month or so.
- Last year, the 2019 Pizza Run was organised by the WA Fiat/Lancia Club. While leadership of the 2020 event is still under discussion, given further easing of pandemic restrictions, it should be possible for the Pizza Run to be held again this year.
- The WA Fiat Lancia Club is continuing with its Two Oceans Run, which is scheduled for late October. About 20 FLC cars will be driving over from the east coast for this event. Apparently tour accommodation is near to being booked out.
- As everyone already knows, various larger events that were due to be held earlier this year were cancelled or deferred. A rescheduled date for the Northam Festival of Motorsport is yet to be announced. Once those details are known, the WA Alfa club will rearrange a breakfast and Northam drive for that weekend. The postponed Dyno night at Steve Boyle's will be rearranged for a new date soon. However, both the 2020 British Car day and the Albany "Round the Houses" events were cancelled. They won't be rescheduled before 2021.
- Notices are provided below for 1, the Grampians Alfa tour of November 2020 (**it is already sold out, but there is a wait list.**) and 2, next year, ALFESTA will be held in McLaren Vale, SA over Easter 2021.
- A summary information table is provided below in this magazine which outlines the most recently revised positions for all planned events in AROCA WA's 2020 program.

While this edition of the club's electronic magazine is no smaller than were the last two issues, hopefully, even with your level of busy-ness now on the increase, there still will be time left available for your Alfa reading.

Greg Smith





WAROONA SUNDAY DRIVE ENDS WA ALFA CLUB'S LOCK-DOWN



On Sunday 14th June, twenty-six club members and their partners, driving thirteen Alfa Romeos, initially met at the Fremantle Italian Club to receive route instructions from Ivan Olsen before everyone commenced the drive down to Waroona.



This was the WA Alfa club's first event since March when new state restrictions related to the COVID 19 pandemic forced the closure of most social activity in WA. As a result, this drive had been very much looked forward to by all attending, (as well as by some others who just couldn't make it on the chosen date).



It was great to finally be able to introduce a few new members to AROCA WA outings, joining other keen Alfa enthusiasts.



As those pandemic restrictions, while recently easing significantly, are still not at an end, the Sunday drive group had agreed to end their pleasant drive with a well-spaced out picnic. A park adjacent to Drakesbrook Lake, just out of Waroona, was chosen for the picnic, but, thankfully, this informal picnic was held under several visitor shelters.

During the drive, the weather mostly had been dry, with the highway-side scenery very green and enjoyable. Others in the park had allowed their children to go canoeing, with their kids dressed for swimming in the lake.

While at the lake, however, the club's picnic was nearing completion when more rain came in, driven by a cold south-westerly wind. All drivers and

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passengers rapidly returned to their cars, although most were soon regrouped for a few car photos. Everyone quickly dispersed soon after, either to revisit a favourite winery in Harvey, or to start the wet drive back to Perth.

Nonetheless, it was great to get out again as a group, driving in our Alfas at last. ///



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Photos from the WA Alfa Club's Jun 14th Waroona run are provided courtesy of Steve Sugden & Greg Smith.



In 2010, during the Phillip Island Historics weekend, that year held concurrently with Alfesta 2010, these two well-known Alfa service vehicles were photographed by Leon Cottle. Both had been fully restored by Zoo Autocraft for their owner and AROCA Vic. Member, Jack Main (owner of Albert Park's famous Jock's Ice Cream & Sorbet.)



M O S T B E A U T I F U L A L F A E V E R M A D E N O T S E E N F O R D E C A D E S

Edited from an article in www.carbuzz.com, June 2020, written by Karl Furlong.



The 24th June 2020 is the 110th anniversary of Alfa Romeo, historically, one of the most romanticized of automotive brands. Leading to this auspicious occasion, many stories of Alfa's colourful history are being published; some of them right here in Auto Occidentale. As gorgeous as are the current Alfa Romeo Giulia sedan and the 4C Spider, both of these Alfa models were preceded by a number of Alfa design icons that certainly have stood the test of time.

Somewhere near to the top of any list of these Alfa greats will always be the mesmerizing Alfa Romeo Tipo 33 Stradale. The Tipo 33 is now over half a century old, and is considered by many to be the best piece of work by the designer Franco Scaglione. Only 18 examples of the Tipo 33 were built in the late 1960s. According to a number of reports, today less than 10 still exist.

The particular model described in this article is the only Tipo 33 Stradale that was ever first painted in a lustrous shade of Royal Blue. The car's original owner was Count Corrado Augusta, an Italian aviation tycoon. Apparently, at some later point, this particular Tipo 33 was repainted red, which is still an Alfa Romeo staple.



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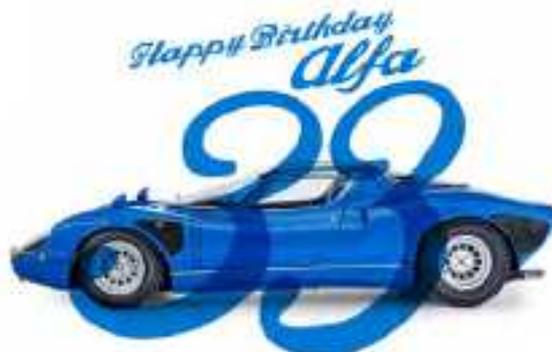


Eventually, the car went through a 5,000-hour restoration process before dealer, Egon Zweimuller, oversaw a Swiss collector's purchase of this iconic and lovingly restored classic Alfa.

The rounded, muscular lines of the Tipo 33 have aged remarkably well during its 50-year life to date. The car's design is in stark contrast to the Alfa Romeo Carabo Concept of the same period. It had the same chassis but was the Tipo 33's polar opposite with its sharp, wedge lines, and scissor doors. The Carabo was soon followed by the similarly edgy Lamborghini Countach, now also fast approaching its own 50-year anniversary. But, while the Carabo is respected, the Tipo 33 is deeply loved.

The beautifully restored blue Tipo 33, photographed here, was expected to make a rare appearance at the 2020 Pebble Beach Concours d'Elegance; a very opportune re-exposure to the world considering that 2020 is Alfa's 110th anniversary. But, as with many other concours this year, the Pebble Beach event had to be cancelled due to the pandemic. Hopefully, this majestic sports car will have its deserved unveiling sooner rather than later. In the meantime, do enjoy these photos from the vendor, Egon Zweimuller, that depict this design icon.

For the more curious, note that under the rear decklid of the 33 Stradale, a 2.0-liter V8 engine generates 227 horsepower and 152 lb-ft of torque; enabling a sub-six-second 0-60 mph sprint that is accompanied by a glorious soundtrack. However, due to the hand-built nature of each of the Tipo 33s, performance figures were known to vary, with some models having higher outputs of up to 243 hp, according to their factory datasheets.





INTERVIEW WITH AROCA WA MEMBER, SCOTT MCKIVETT

Scott McKivett is interviewed here by Greg Smith. Scott joined AROCA WA in 2019, but he has had a life-long interest in all things automotive. He is gradually restoring his 1973 GTV 2000.

Scott McKivett grew up around Fremantle and Melville. He first became interested in cars when he was around 10 years old when he went to a Rally Australia event at the old Richmond raceway in East Fremantle. During the earliest years of Rally Australia attending the event was free, either from the roadside or at the track. Scott still has a giveaway hat that he received at that event, when it was very new in WA.

Also, while still quite young, Scott went to the Ellenbrook and Claremont speedways. He often attended Auto Expo back when it was held at the old Burswood Dome. In the early 1990s, there were lots of new cars to see at Auto Expo and it was held around the date of his birthday too.

All of this early experience led him to be very interested in a career as an auto mechanic, which he decided on while at high school. As a teenager, he began work at a garage and that garage soon offered him an apprenticeship. After a while apprenticed with his first employer, he moved around a bit as his apprenticeship continued, first to work at a carburettor repair place, then with a Peugeot dealership in East Perth. There, he mostly worked on French and other European cars which, at the time, not many other dealerships were willing to handle. Peugeot and Renault car sales were rather slow in those days, which Scott believes may have had something to do with the French nuclear testing program then underway in the Pacific.

Scott enjoyed working on the Peugeots and Renaults. He also went to a couple of French car shows and, in fact, almost bought a brown Citroen CX Pallas rather than his 105 GTV. However, he decided that the Pallas was just too different and also not quite sporty enough for what he was looking for.

Scott completed his apprenticeship while at a little mechanical shop in Canningvale. Thereafter, he moved to work for Holden at its HSV franchise at Shacks Holden in Fremantle; continuing there as a motor mechanic for the next seven years.

Around the end of his time with Shacks, the mining boom had taken off in WA. Scott decided to become a FIFO worker and make use of his trade experience by fixing large mining equipment. However, his first role involved working an underground shift for the mining equipment contractor, Sandvik and, during this underground experience, Scott did some soul searching about the decision process he had made as the two weeks on, with one week off, was a hard schedule.



For Scott, work was flat out in the northern Goldfields, based at a mine an hour east of Leinster. After



Sandvik's maintenance contract with the mining company, Barrick Gold, ended, Scott remained with Barrick as a direct employee, continuing there for 10 years. During his last 5 years with Barrick he worked in a supervisory role. More recently, he has moved to work to the Pilbara in iron ore mining with BHP, where he has returned to the tools as a mechanical fitter for large mining equipment.

Scott became interested in Alfa Romeo when he recognised how much he actually loved the styling of Bertone and Pininfarina and considered how the Alfa Romeo marque has always tried to combine Alfa style with light weight, marvellous engines and good handling. Additionally, Alfa's cars are always technically advanced at the time of their introduction.

Scott pointed out that, in his view, Alfa Romeo's cars have a soul. There is an intangible quality to Alfa in that, while the cars may be flawed in some ways, they do have great design and that "soul" factor. In working on Alfas of various ages, at times Scott has noted that parts from one side of the car may not quite fit the other, but that these cars' various past owners are likely to all have had a crack at keeping that car on the road. Not surprisingly, the various patch ups required over a 50-year car life can make the underpinnings of a vehicle very interesting. While the cars may be flawed, there are some real differentiating characteristics to any Alfa which are built to perfection.



Scott has owned his 1973 GTV 2000 for about 8 years. He has had it in restoration for a good part of this time though. His GTV is currently being prepared for repainting, while he is doing the mechanicals himself.

He does have a young family, with his children aged 9 and 5½, plus there are his own comings and goings to the Pilbara.

Nonetheless, his rate of car restoration progress over the last 18 months, relative to the previous 5 years, has been a little more rapid.

Scott's GTV purchase was quite cheap, but the car came complete with a good history and appropriate books. The vendor, Matt Robertson of Henley Brook, didn't have enough time available or the patience to give the GTV the restoration he knew that it deserved. Though he had already found some interstate buyer interest, Matt was keen to see the car kept in WA, and so he was happy to sell it to someone local who would undertake a proper restoration, then own it and drive it.

Scott's GTV is currently having the last of its body work done and is nearly ready for painting. It has been in the body shop for the past 10 months, with the work quietly ticking along, while other projects in the shop are given priority and done more quickly. Nonetheless, the car is now at an exciting point. Scott has worked on the mechanicals and electricals. The gearbox has been redone too. He now needs to do more work on the car's bottom end.

When Scott's 1973 GTV 2000 is completed, he intends to take it on some club rallies and drive it at rally sprints. Scott wants to get his car up to a fast road specification, but he is not interested in seeing his restoration process changed for the GTV to become a race car.



As Scott continues to wade through the restoration of his first Alfa, he has noted how he does like all of the 105 series, especially the early step nose Sprint GT. He thinks that these Sprint GTs are the most elegant version.



Scott describes how he foolishly purchased a Lancia Beta 2000 some years ago with the idea of restoring it. Unfortunately, he found that it was too far gone. He regards that Lancia buy as a real mistake. While Scott fell for the Lancia Beta, after purchase he discovered that it was very badly rusted, even in places where you would never expect to see corrosion.

He stripped the Lancia down to a shell and also bought some repair panels. In the end though, he decided that it just was not worthwhile continuing with the necessary work. He sold most of the stripped-down Lancia and various spare parts to a person in Victoria who was restoring another Lancia Beta. However, Scott says that he still owns quite a lot of Lancia parts if anyone is looking for some. WA FLC members may want to contact Scott if there is any interest.

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Scott McKivett has also owned a Mk 1 Escort 2 door, although that car was only a 1300 XL. However, the body was in reasonable shape and it could be made into a replica RS or another desirable variant. Due to the 2 door Escort's originality, it would probably be worth a fortune now, Scott thinks, although he virtually gave it away. He says that he probably should have just parked it and let it appreciate.

Other than the above cars, Scott has owned a string of Holden Commodores. He says that these cars are convenient and are easy to get parts for, but there is nothing too fancy about them. His current daily driver is a Nissan X-Trail (his wife has new X-Trail too), which will probably tow his newly restored GTV around to rallies and other events, if the need should ever arise.

We talked about Scott's dream garage. In it, he would include a Fiat Dino coupe, a Ferrari 330 GT, an Alfa Montreal, and a hot Giulia Super for the track; plus his newly restored GTV, of course! He comments though that, if he never got further than this GTV, that would be fine.

Regarding the WA Alfa Club, Scott believes that what he is really looking for from our club is to meet other people who have similar interests, and who can offer him opportunities for knowledge sharing and all of the usual activities and meetings that most clubs get up to. With Scott working a FIFO roster in the Pilbara and with a young family at home, sometimes he won't be available to attend club events, but he is keen to try to do so.

We also talked about Scott's greatest highlights as an auto enthusiast. He points out that he has worked on open wheel race cars in the past. His favourites though include attending the Phillip Island and Sandown historic festivals for several years, working for Fastlane Racing at the 2004 Albert Park Formula One GP and helping to run Formula Fords as part of the F1 support program. He has also



been involved with Targa Events during the summer, helping with rally sprints and also at Targa West, where he recently completed training to become a Motorsport Australia scrutineer.

Scott has been into historic racing and involved with Formula Fords for a few years. He would like to get back into motor sport, but at a level that isn't just circuit racing: Targa rallying is a great interest. Last year, he did some road closures for Targa West and now feels that he is on the inside for this event.

He next wants to consider some more hands-on things; more closely involved with the cars. His interest in scrutineering has further developed and he has done that for some rallying events of late. At the first couple of events, there were around 90 cars and so some heavy engagement in scrutineering was required. Obviously, the current pandemic restrictions on competitive events has slowed down Scott's progress with this interest, but, hopefully soon, these events will recommence. He needs to scrutineer at a few more events before undergoing an assessment by an experienced scrutineer. Approval for work on his own as a lone event scrutineer should follow.

As Alfas really are sports cars, Scott believes they should be driven at rally and other sports car events. While these events are relatively cheap, they are suitable for club level entrants and can run without the complexity of track or Targa level events.

In closing, Scott thinks the future may be dependent on whether more younger people become involved with classic cars. He notes that dozens and dozens of classic cars must be languishing in collections around Perth, many rarely seen or used. If more of these cars were out being shown off, Scott thinks that could spur the interests of a new generation of classic car enthusiasts. Another issue has been the increasing costs of owning and running a classic, with registration a hurdle. He hopes that changes in the future will ease these limitations.

Cars have always been a part of Scott's life and he most likes interesting cars with their own stories. He does like motor sports, but he is quite particular about which types interest him most. Nevertheless, as a racing enthusiast, Scott's biggest reward is to be involved in whatever way he can. Whenever he is able, he seeks to be involved in events, but only after the needs of his family, his work and getting his GTV back on the road.





ALFA 155 Q4 - A 10-YEAR PROJECT

Edited from an article written by Simon Wooley and photographed by Adrian Brannan, first published on 2nd June 2020 in www.speedhunters.com



We've all got that friend — the one with too many project cars for their own (and their wallet's) good. Ade Brannan is one such person. At last count, he owned 12 projects that ranged from something totally stripped down to others more complete - and even to those that were just about ready for the road. Yet despite Ade's best efforts to reduce the number of his works in progress, moving one on always seems to herald the arrival of at least another one — or three.



Of all the cars in Ade's "collection", there is one that always jumps to the front of the line, whether it is for his daily driver duties, for road trips to the Nürburgring, or, in action as a camera car for his day job as a photographer. Ade greatly enjoys his frequent track days in his stupidly-rare 1994 Alfa Romeo 155 Q4.

After 10 years of on-and-off work and a fair amount of emotional and financial trauma, the 155 Q4 finally reached the point where it could be described as 'done and dusted'.



Ade explains: “The 155 Q4 carried the World Rally Championship-winning Lancia Integrale torch after production of the Delta Evo 2 version finally ceased in 1993.”



Ade notes that the engine and the 155’s AWD 2-litre 16-valve turbo running gear are as good as identical, but the 155 Q4 was sold in far fewer numbers and for a shorter time. After it was first introduced in 1992, only nine 155 Q4s were officially sold in the UK. The majority of these vehicles stayed in mainland Europe; including his.

The designation Q4 stands for *quadrifoglio*, i.e., Italian for four-leaf clover, while the ‘4’ designates the car’s four-wheel drive. Unlike the Lancia Integrale, the Alfa 155 wasn’t destined to be a rally car though; that wasn’t Alfa Romeo’s territory back then.

Instead, the 155 GTA and V6 TI versions made impressive appearances on the circuit — winning the Italian Super-Turismo Championship, Germany’s DTM, the Spanish Touring Car Championship, and the British Touring Car Championship (BTCC) between 1992 and 1994. This last win was where the then teenaged Ade first clapped his eyes on a 155 Q4.

“I watched the 1994 BTCC avidly and just loved the 155’s shape — it looked so ‘80s in amongst a sea of ‘90s cars, yet it totally dominated and won that year. That’s pretty much the only sporting event I’ve ever been passionate about,” Ade grins.

Fast-forward 15 years. After making a decent profit from the sale of a Mk2 VW Golf, Ade was finally in a position to buy himself the big-daddy Q4 version.



"I thought it was now or never and so started looking around for one. Of course, there were none for sale, even projects, but then through pure luck, I heard about a complete and roadworthy one for sale down on the south coast (UK), and it wasn't crazy money."

Of course, that *should* have set alarm bells ringing, but when has that ever stopped anyone from buying the car that they have set their sights on?

"The bodywork looked like a patchwork quilt, but it seemed to go alright. Well, it did when the owner took me round the block for a test-drive," Ade recalls. "However, as soon as I started the long journey home, I realised that it had a few issues, to say the least."

Stopping off at a garage on the way home to put a fresh MoT (the UK's annual roadworthy test) on it, the Q4 broke down, needing some electrical gremlins attending to before the test could recommence.

"I made it home, just, but then needed to be in John O'Groats – the most northerly point on the Scottish mainland – to start a job there early the next day. It didn't make it... I had to abandon the car at Sitech Racing, about halfway – where it stayed for four months."

So began the Q4's long and expensive resurrection back to becoming the car it should have been, with Ade adding some improvements along the way, including a temporary plate change and the period 17×7-inch Compomotive MO wheels that the car still wears.



“While the 155 Q4 was at Sitech, they kept finding more and more wrong with it — pretty much every gasket was leaking oil, and the clutch needed changing. This meant that the entire drivetrain had to be removed. I ended up having to sell a car to pay for it all. Sitech also checked the diff assemblies at this point, and luckily they were both fine.”

However, as soon as Ade got the car back, he headed straight over to Germany and to Nurburgring, where the turbo promptly let go as the shaft had snapped clean in half.

“I limped off the track followed by clouds of oil smoke and rolled over to RSR where they were able to bypass the turbo oil feed so that I could drive home — albeit very slowly.”

If there's one other thing the Nürburgring identified for Ade, it is that the Q4 was somewhat out of its depth. *“That's when I decided to get stuck into the mods,”* Ade declares. *“The turbo was replaced with a ‘stage 3’ spec one. I also added a proper electronic boost control setup with a wide-*



band sensor and air/fuel ratio gauge, refitted the factory air box to reduce heat-soak, all followed by an EVO Cars remap.”

“GAZ Shocks made up some custom coil-overs, and, while doing a track day at Knockhill Circuit, I suffered serious brake failure, so the brakes were upgraded to Brembos with carbon-metallic pads. These were the most epic brakes ever, but after another trip to the ‘Ring, where it didn’t break down this time, I noticed tiny rust spots on the car, created by debris from those pads.”

It was time to get the Q4’s bodywork sorted. Local specialists, KD Kustoms, undertook the work, and they too became carried away at Ade’s behest.

“I don’t think my 155 Q4 had ever been properly cared for cosmetically,” Ade says. “KD stripped the bodywork right back, and thankfully only found a bit of rust on one of the rear quarters. I also found a better set of Cloverleaf side skirts and a Silverstone front splitter for them to fit, then the whole car was resprayed in factory Rosso 130.”



The full restoration occurred in 2018. Thereafter, Ade’s 155 Q4 found itself to be the subject of much attention thanks to its new (but short-lived) career as a show car, which kicked off with its reappearance on the *Retro Rides* stand at the UK’s 2018 Ultimate Stance event.

“I enjoyed showing off something that was quite unknown in that scene,” Ade admits. But Ade is probably not the sort of person who has the patience for hours of detailing. Therefore, after a full decade of highs and lows with the restoration, you might not be surprised to read that the Q4 is still not quite finished.



He closes by saying: "400bhp is easily achievable with a few bolt-ons and then a mapping session. My many other projects are now demanding my attention though, and, of course, there's always that next purchase..."



In October 2018, a one-off 1993 Alfa Romeo 155 GTA Stradale was advertised for sale at the Bonhams auction in Padua, Italy. This car, originally built for the Bologna Motor Show, was actually a prototype for a 155 GTA that Alfa Romeo had intended to manufacture, but in the end, never put into production.

Bonhams had anticipated that this 155 GTA Stradale would achieve somewhere in the AU\$300,000 range, before the car was apparently withdrawn from the Padua auction. The \$300k stratospheric expectation was about 20 times the sale price then expected for a regular Alfa 155 from the early 1990s, but, on the other hand, this car is a unique prototype, designed for track competition.

(I am still seeking to find out when/if it was eventually sold and at what price. Please let me know if you find out. - Greg)



ALFA ROMEO PROMISES A SMALL ELECTRIC SUV BY 2022

Edited from an article written by Bradley Berman, first published in www.electrek.co, 2nd June 2020



Fiat-Chrysler Automobiles (FCA) has been very slow to introduce electric cars, although the Chrysler brand has the 35 kms range Pacifica minivan plug-in hybrid, and Fiat will return to the USA next year with a new, all-electric Fiat 500e. However, FCA's other brands, including Dodge, Jeep, and Maserati, are all continuing to tease with electrification plans that, so far, have been slow to materialize. The latest news is that Alfa Romeo will introduce a plug-in hybrid SUV next year, and that this will be followed by an all-electric compact SUV in 2022.

Early in June, it was reported in Autocar (UK) that Alfa Romeo is preparing for its first pure EV to be a "subcompact SUV." If so, the size of this car will be about the same as a BMW X1, but a little smaller than a Volvo XC40.

Before this as yet unnamed 2022 Alfa EV arrives, the Alfa brand will introduce the Tonale, as a larger mid-sized SUV with the option of a plug-in hybrid powertrain. A concept version of the plug-in hybrid Tonale debuted at the Geneva Motor Show in 2019 and has been said to offer about 50 kms of all-electric range. The Tonale will be built on the same FCA platform that underpins the Jeep Compass and Renegade.

Alfa Romeo described the Tonale PHEV's capabilities in this way:

The plug-in hybrid propulsion system enhances the beauty, sporty, and dynamic driving characteristics of Alfa Romeo's new models, taking them to a new level. In the Tonale, electrification represents a new way to achieve high performance and outstanding driving fun.



Assuming that Alfa Romeo's plans eventuate, Alfa will introduce two SUVs with plug-in capability by 2022. Of course, there is no guarantee that these models will appear outside Europe, particularly as FCA currently relies on "pooled" purchased credits from Tesla's European sales to meet environmental regulations there.

In October 2019, FCA had announced that it would build a new battery assembly complex in Turin as part of its overall e-mobility strategy. This new "Battery Hub" was to be located at its Mirafiori complex. However, two years ago, FCA said it would have at least four new EVs by 2022, and the countdown continues. In addition, the FCA-PSA Groupe merger could make all of FCA's former plans moot. The FCA merger with PSA Groupe should be finalized later this year.

In 2018, the designated CEO of the newly merged company, Carlos Tavares, who was then the chief executive of Groupe PSA, said that all of his company's models would be "electrified" by 2025, though, two years later, PSA is only reporting sales from a single EV, the 50kWh Peugeot 208 EV. More recently, Tavares commented that "We are selling our electric vehicles to green addicts."

Meanwhile, in December 2019, there were reports of electric vehicle technology sharing between FCA, Faraday Future, and Seres (formerly SF Motors).

Interestingly, in an interview with Bloomberg on 9th June, the CEO of GM, Mary Barra, publicly stated that GM now thinks that full electrification on the road is still a long way off, well over 20 years, but that its first fully driverless cars may be introduced within 5 years.

Back in 2017, FCA had said it would introduce an electric Jeep Wrangler by 2020. More recently, in March 2020, Jeep dangled the prospect for a high-performance, all-electric Wrangler Rubicon, among other plug-in models. Let's hope there's more substance to Alfa Romeo's promises.

It is exhausting as the reports, hints, stories, rumours, and executive comments continue to be; there are still no Alfa EVs to drive.





RECENT ITALIAN CAR SALES

Edited from a report in Sports Car Market, August 2020 Online Edition

NOTE: There hasn't been much classic car auction activity reported in recent SCM editions, due to the extent of the virus pandemic in the USA and Europe. However, in SCM's August issue, three on-line auctions are described, only one of which sold an Alfa - and also a Fiat.

Bring a trailer Online

1971 ALFA ROMEO MONTREAL coupe.



S/N AR1425380. Orange/black & orange Alcantara. Odometer: 41,267 km. Fuel-injected 2.6-L V8, 5-sp. Restored in 2016 as an excellent driver. Refinished in factory-original orange that remains excellent. Nicely reupholstered seats with correct pattern, Coco mats and a Blaupunkt "Bahamas" radio. Modifications include a suspension kit, BMW 733i brakes and aftermarket front spoiler and wheels (originals included in sale). Cond: 2.

SOLD AT US\$110,000.

These "baby Miuras" were popular up-and-comers following the sale of one that fetched \$176k in 2014 at Goodings in Scottsdale. However, since then, in the USA you rarely see one break \$100k (in fact, this very car was previously bid to \$90,500 on Bring a Trailer online in 2016). As a driver, it is the one to have, and the tasteful mods offer an eminently better experience. Sold for a strong price, but don't be surprised to see Montreals begin their ascent.

1981 FIAT 2000 Spider.



S/N ZFAAS00B6B8183836. Rosso Cherry/tan canvas/tan vinyl. Odometer: 24,874 km. Fuel-injected 2.0-L I4, 5-sp. Excellent original. Sold new in Ontario and imported to New York in 2010. Very low kilometres with excellent paint and interior. Tiny repair in top. Includes Cromodora Turbo wheels, Coco mats and AM/FM/cassette player. CARFAX report indicates a mileage inconsistency, but its condition

appears consistent with the kilometres shown. Cond: 3+.

SOLD AT US\$23,625.

From the big-bumper era in North America, but the larger Cromodoras do make up for that. Incredible Pininfarina lines and decent performance have made the market notice these long-ignored models. This Fiat Spider has a higher appreciation in Europe, where fewer were originally sold. Well sold in a rising market for these models.



A MEMBER OF 4 A R O C S

By Greg Smith

This article summarises Alfa driving experiences since the mid-1980s while in Europe, USA and Australia. It also describes some very enjoyable times as an Alfa club member in clubs based in New Jersey, Pennsylvania, Victoria, and Western Australia.



My first Alfa was a new 1986-vintage 33 QV that came with the horizontally opposed, 4-cylinder, 1.5 litre Boxer engine. I bought this car soon after arriving in Brussels when I started an assignment with Esso Chemical in Belgium. That move to Europe occurred after my US visa was running out and the parent company, Exxon Chemical Co., decided that I was overdue to begin work elsewhere than New Jersey, where, since 1982, I had been on a first expatriate assignment.

This little Alfa with its Quadrifoglio Verde badge was tuned to the point that it popped and burped whenever the accelerator was eased. It accelerated very well, but, without any power steering, driving it took some strong shoulder work to deal with understeer and the car's keen desire to head for any road-side ditch whenever accelerating hard while turning.



From top left, then clockwise: Rothenberg town-view; Neuschwanstein castle, Bavaria; Gross Glockner glacier seen in the mid-1980s (the pass road is now sealed, a big glass-fronted hotel and large carpark now overlook the glacier, but it has very dramatically receded since the 1980s); lastly, on an excitingly steep cable car ride in the Dolomites.



While I didn't join a Belgian version of an Alfa Romeo Owners Club during my two-year stint in Europe, some excellent travel experiences were enjoyed in that Alfa 33. One summer trip included a drive along the Mosel river to the ancient Roman city of Trier on the Rhine, then down the Romantic Road to Rothenberg and on to Munich. Next, we travelled across into Austria; up the famous (then) gravel road of the Gross Glockner Pass to stay at the Austrian Kaiser's rustic hunting lodge above the glacier; then over into Italy and down the Stelvio pass to the Dolomites. We returned to Brussels via the Swiss lakes and back northwards along the eastern edge of France. A lot of great Alfa driving in Europe!

I first joined an Alfa Romeo Owners Club (AROC) in the late 1980s, after my return to USA. The New Jersey chapter of AROC of America was about the same size as the WA Alfa club, though that state's population was certainly a lot larger than WA's. However, NJ chapter members were spread all around that relatively compact state; some lived nearer New York City, while others were closer to Philadelphia. As a result, evening meetings were rare, but some great Sunday drives were held.

There are a lot of nice backroads in New Jersey, some with historic villages which date back to the pre-revolutionary war period (pre 1770s). As the leaves change colour in Autumn, there are spectacular roadside displays. The roads are seemingly designed with Alfa Romeo driving in mind. One quite outstanding drive was a very special and spookily themed observation run at Halloween that included a long list of devilishly clever directions and clues.

While in the NJ club, I was sometimes quite amused by the tendency of a few of its club members to not just refurbish their Spiders, but also to provide them with some real "US Hot Rod" touches – e.g., including very large non-Alfa motors, graded shading of the paintwork, perhaps a very flash seating upgrade, and so on. I can't see a lot of this happening in AROC of Australia too soon!



At some family-oriented events, we drove my Alfa 75 QV (called a "Milano QV" in USA) and took our two young boys. However, on a few other trips, some serious rural driving was involved for which our 1973 Spider 2000 was ideal; but a baby-sitter was then required for the children.

In 1995, a much younger Duncan helps to wash the Alfas in Morristown, New Jersey.

A move from Morristown, New Jersey westwards to Pittsburgh, Pennsylvania (PA) occurred at the end of 1996, after a change of companies. The "Milano" was sold to a woman who planned to drive it competitively in Japan. The Spider was transported to western PA in a container.

I soon joined the Pittsburgh chapter of AROC in PA. This group was close-knit, though it seemed a little less active than was the NJ group. However, there were some really nice meetings of this club, including well organized driving events. On a few other occasions, we separately drove our frequent international visitors down to the famous "Falling Waters" house designed by Frank Lloyd Wright in 1935. Very deservedly, it is world-famous. This timeless former private residence is situated right over a small waterfall and hidden in the woods.



In the summer of 1997, I attended my first (and only) US AROC National. This July event was held in Cincinnati, Ohio; about 2 hours of freeway driving west of Pittsburgh. It was a very large meeting with strong US-wide attendance, many great Alfas on show, plus very many extremely enthusiastic Alfisti.

The option of a driving tour took many Alfas out to view the Ohio Amish who prefer to travel by horse and buggy while they continue to live simple, fundamental existences in small towns in eastern Ohio. Unfortunately, my Spider's fuel line sprang a leak early on that drive. Some tour inspectors at one checkpoint fortunately spotted the leaking fuel and demanded that I quickly jump out of the car. One of the drive organizers, whose car trunk (boot) was full of tape and parts, helped me quickly seal off that leak. My Spider and I limped back to Cincinnati rather than continue on the run.



In 1999, I moved again; this time it was back to Australia from the USA. I bought another Alfa, a new 916 series, 3 litre GTV. Soon after, I joined AROCA VIC. The 916 GTV was a great little coupé, but with its two very wide and thick front doors, it was sometimes hard to get out of if the public car parking space was too narrow. Additionally, my young children quickly outgrew its rear bench seat.

The Victorian division of AROCA was a revelation. The calendar was a very full one, the state's Alfa club membership was very large, while the club's events were always good. Highlights included early morning Sunday runs, workshop and tech. evenings, monthly meetings; not to forget the 100s of Alfas at the fabulous Spettacolo Alfa display day held each year at the start of summer.

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As a family, we did take the GTV to Alfesta in 2001 when it was held in the foothills of Mount Buller, outside Mansfield, Victoria. A fast drive up the winding mountain road to Mount Buller ski village brought out the best in every Alfa driver attending. This mountain drive was held as part of an excellent observation run.

Alfas displayed during Alfesta 2001, Victoria.

While the 916 GTV was a lot of fun to drive, too soon it became inadequate for family travel. Damon Earwaker, then running the service centre at Lance Dixon Alfa in Doncaster, told me about the upcoming arrival in Australia of the 156 GTA. I joined a national wait list to purchase one of the few 156 GTAs that arrived in Australia each month. This car has proven a great purchase. It was bought as a part exchange for the GTV - plus a big cheque. I still own the car, 18 years later. My 156 GTA now has 145k kms on the odometer. It has crossed Australia three times and has completed numerous longer trips on both sides of the country.

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With teenaged boys and their school weekend sport, Alfa club activities became few and far between for most of the “noughties”; except for one particular visit to the Ballarat Alfesta during Easter 2006. I drove to Ballarat for the Alfesta Show ‘n’ Shine day in my recently acquired 1967 Alfa Spider Duetto.



Limited involvement in AROCA VIC activities continued until the 2010 Alfesta held at Phillip Island. As 2010 was the 100th anniversary of Alfa Romeo, AROCA VIC had arranged



for the 1950 world championship winning Alfetta 159 to attend Alfesta during the Phillip Island Classic car races. All Alfesta attendees watched intently as it circuted the Phillip Island course very quickly, but without other competitors on the track while that precious car was in motion.

Alfesta 2010 was a great event. It was followed by a very enjoyable post-meeting run organised by Gary Pearce. That end-of-Alfesta tour ran from Phillip Island to the

Mornington Peninsula, on a ferry across Port Phillip Bay, down the Great Ocean Road to Lorne and beyond. The considerable pleasure shown by the two visiting Alfa engineers from Italy was notable as they travelled with us on the Great Ocean Road tour. They had arrived in Australia specifically to babysit Alfa Museo Storico’s famous Alfetta 159 during its 110th Anniversary trip to Victoria.

Inspired by the Alfesta 2010 experience, my younger son, Duncan, and I drove to the 2011 Easter event, held in the Clare Valley, SA. Duncan had ample opportunity to improve his driving skills on this trip and so the GTA wore an L-plate for much of Easter. (Now, in 2020, Duncan has still to acquire his driver’s license. Instead, he has become a Melbourne inner city dweller and an avid bicycle rider.)

Alfesta 2012 was cancelled. In its place, a truly great alternative event “Turismo Tasmania” was arranged. This event was organized by Mark Baigent and his Tasmanian team. Penelope and I took the Duetto on the overnight ferry to join this driving tour as it followed a wonderful route over both northern and southern parts of the island. That tour involved my Duetto’s only encounter with snowy roads to date (at least while I have owned it). It began to snow as we travelled up Mount Wellington. Nonetheless, we did reach its peak and then overlooked Hobart. Down in the city, the sun was shining, but, at the mountain top, long horizontal icicles were clinging tightly to telecom aerials while the wind blew hard.

After Turismo ended, we continued up the west coast of Tasmania, coincidentally meeting other Alfa tour attendees who had also driven into the Cradle Mountain national park while, like us, making a very relaxed, slower return road-trip towards the ferry in Devonport.

In 2014, we drove the Duetto from Melbourne up to Queensland to attend Alfesta 2014 on the Gold Coast. At this Alfesta, we most enjoyed the tour drive into the hills behind the Gold Coast which also briefly entered some dramatic country in northern NSW.



At Turismo Tasmania, some great older Alfas were on tour and are seen at the National Motor Museum of Tasmania in Launceston; Penelope & Greg with their Duetto on tour.



The Alfas are all properly shown & shined during Alfesta 2014 at RACV's Royal Pines Resort, Gold Coast, Queensland.

In late June 2014, Penelope and I made the long drive west from Melbourne to Perth, driving in the 156 GTA. We have lived in Perth since.

Once in Perth, it took a little while to find out how to join the WA division of AROCA. However, by late 2014, as new members, we had attended our first WA Alfa club event. This was AROCA WA's annual Pasta Run, which started with a drive around the Darling Ranges and ended with everyone eating pasta at the Northbridge Italian Club. This successful event already had a long history, largely due to the efforts of AROCA WA life member, Rod Quinn (who now lives in Victoria). The annual Pasta Run continues as a joint event that involves all WA Italian car clubs. One year, following the Pasta Run, an impressive vehicle display in the Italian club's carpark included very old Fiats and Lancias which had driven from the east coast to join the Fiat Lancia club's "Two Oceans Run" from Esperance, around the southwest, on to Perth.

I joined the WA Club committee a year after my first Pasta Run and have remained as its secretary since. My AROCA VIC membership continues too so that I can keep on reading its excellent "Cross & Serpent" magazine and stay updated regarding Victorian Alfa Club members and various club activities.

In 2017, Alfesta was due to be held again in Tasmania. In 2012, Turismo Tasmania had been so good, that we really wanted to return to Tasmania for another Alfa tour. We drove across Australia before Christmas 2016, leaving the 156 GTA in Melbourne until our return by plane just before Easter.



This 2017 event was based in Launceston with driving tours around the north of the island, but it also allowed enough time for a quick lake circuit walk at Cradle Mountain. Another highlight was the wonderful dinner held at the Josef Chromy winery.

Cradle mountain view while on the Dove Lake walk.

After Alfesta, we visited Penelope's son, Mike, and wife, Sarah, in Hobart before returning up the Tasmanian east coast. Near Port Arthur, we enjoyed a spectacular ride on a fast Zodiac as it raced along ocean wave tops, close in to the three Capes.

Later, in mid-winter 2017, we eventually found the time to drive the GTA back to Perth, finally completing that overdue return drive west right in the middle of a major home renovation.

This year, we had committed to drive the 156 GTA to Alfesta 2020 in Toowoomba. However, COVID 19 intervened and Alfesta 2020 had to be cancelled. Since then, we have made an early booking to attend Alfesta 2021 in McLaren Vale, SA.

In the past, AROCA WA has run two Alfestas in Western Australia. The 1993 Alfesta was held in Fremantle while, in 2000, it was held at Margaret River with 75 attendees attracted to WA's southwest. Unfortunately, I missed both of these events. The organizers of the 2000 Alfesta were disappointed by how many attendees flew into WA and so didn't arrive at Margaret River in Alfa Romeos. Apparently, in 2000, Alfesta lacked its usual all-Alfa presence.

However, the idea of a "fly-in Alfesta" does become easier to contemplate after you have driven to Alfestas on the other side of the country, given the non-triviality of that trans-Australia crossing. Only a few of us might seriously consider turning that long drive each way into an annual commitment.

Increased WA (or other long-distance interstate) involvement in Alfestas is likely to continue as an opportunity for AROCA nationally. Elsewhere, I have heard that the Australian Ferrari Club has subsidized those who travel across the country to its annual events. For Toowoomba, in the early registration process, comments were noted concerning Queenslanders loaning Alfas to interstate Alfisti who attended. That seemed a very generous offer, although deciding to take your own prized Alfa to AROCA national meetings must be close to any Alfista's heart. It is a pity that shipping your car across Australia isn't easier and cheaper, or that travel on a trans-continental train with your Alfa on board is so expensive.

My 30+ years with AROC, in various divisions and countries, largely resulted from 23 years spent outside Australia. Another result is that, on first arrival anywhere new, you may be perceived to be a "newbie" to the world of Alfa Romeo. In part, this could be to do with the nature of all types of clubs and associations generally being better suited to the needs of those who remain in one place. However, the inclusion of newly arrived Alfisti from other divisions and chapters might also offer the opportunity for an Alfa club to learn more about what has and hasn't worked well elsewhere. ///



ALFETTA 159 AT ALFESTA 2010



*The 1950 World Championship winning Alfetta 159 visited Alfesta 2010 when it was held at Phillip Island, Victoria.
Photos provided by courtesy of Leon Cottle of the Goldfields chapter of AROCA VIC.*

ALFA OCCIDENTALE

Issue 38, July 2020





THE FIRST CONSTRUCTOR TO WIN FORMULA 1 WAS ALFA

Following those Alfetta 159 photos, read this edited article; the 4th episode of Alfa Romeo Museo Storico's series published to celebrate the marque's 110th anniversary.

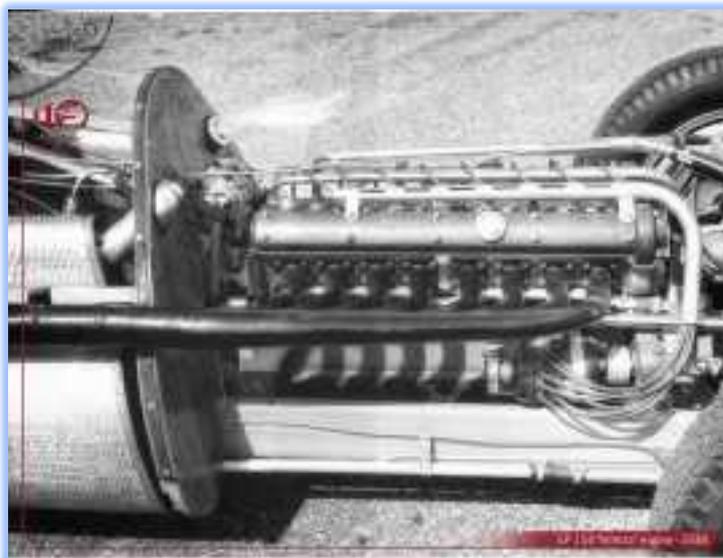
In 1950, Alfa Romeo won the first F1 Grand Prix Championship with Nino Farina driving the Tipo 158 "Alfetta". In 1951, Fangio repeated this success in an Alfetta 159.



Race Number: One Thousand

May 13 marks the anniversary of the very first Formula 1 Grand Prix race ever. It launched one of the great sporting legends of our time. This first event, held in 1950 at Silverstone, was celebrated by the International Federation in Shanghai on 14 July 2019 (on the occasion of the one thousandth race) and now on 13th May 2020, on the occasion of Formula 1's seventieth birthday.

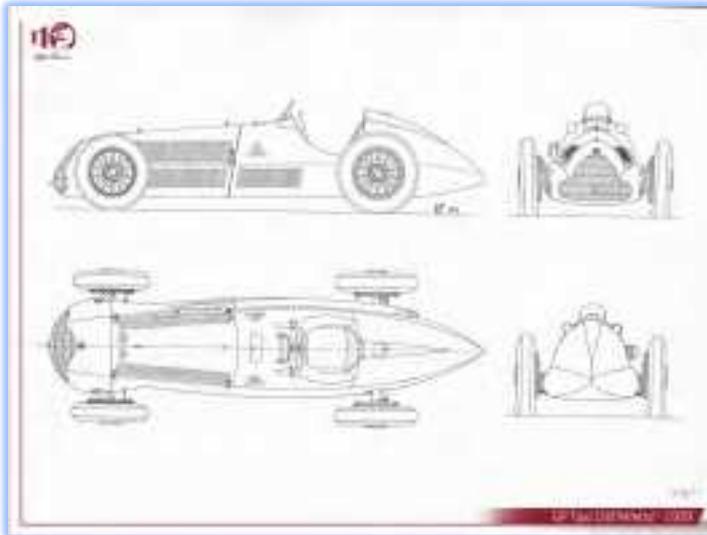
Two very different eras can be compared face to face: in 1950, crash helmets were still optional, there was no television, and spectators were entirely distributed on foot alongside the racing track. Today, on the other hand, the Formula 1 "circus" is an ultra-technological global industry, transmitted to reach millions of TV and web viewers every season.



Only two things remain in common to both eras: the passion of the public, and Alfa Romeo, which returned to Formula 1 in 2018 together with the Sauber team, and, as from 2020, will compete under the name Alfa Romeo Racing ORLEN.

Alfa Romeo just wasn't the same without Formula 1 - and perhaps

Formula 1 wasn't quite the same without Alfa Romeo.



Alfetta 158

The 1938 Alfetta was a technological jewel. The 8-cylinder straight-line engine with a single-stage compressor and a triple-body carburettor was developed by Gioacchino Colombo, head of the design department, who was determined to make it powerful, ready for instant acceleration and absolutely reliable. The distribution was driven by a double overhead camshaft.

The use of light alloys (elektron for the monobloc, nickel-chromium steel for the crankshaft) enabled engine weight to be reduced down to 165 kgs. The gearbox was mounted in the rear, in a block with the differential. This was the famous "transaxle" scheme, taking up less space and providing an optimal distribution of weight between the two axles; a solution that the brand later used in its road car series.

The use of light alloys (elektron for the monobloc, nickel-chromium steel for the crankshaft) enabled engine weight

The Second World War ruptured the research thread and brought the evolution of Alfa Romeo cars to a shuddering halt. However, the technical solutions envisaged by the project were sophisticated enough to be still valid in the post-war period - and, in some cases, even to the present day.



Flight to Abbiategrasso

The links between pre- and post-war Alfa 158 models were not just a matter of similar design, there was also a physical continuity; the post-war models were literally the same as the the pre-war ones, which had been hidden away to await the end of the war.

they risked being carried away as spoils of war. Various Alfa Romeo technicians and labourers decided that they must must be removed and so they began clandestine planning in preparation to spirit them away in trucks. Various passionate Alfa admirers had volunteered to hide one, including the speedboat champion Achille Castoldi, the 1940 world speed record holder who had used an Alfa Romeo 158 engine.

Imagine the scene: In 1943 Milan is occupied with round-ups and arrests increasing day-by-day. A small number of Alfetta 158s remained in storage inside the Portello factory, but

Then a problem arose: just as the convoy of trucks was about to depart, a Wehrmacht patrol appeared with weapons at the ready. Fortunately, the Alfa test driver Pietro Bonini was a Swiss citizen who had lived in Berlin for some years. He spoke confidently in perfect German and waved a



safe-conduct authorization with which he effectively tranquilized the Wehrmacht commander and so saved the day. The trucks departed. The 158 models were sheltered in garages and farm sheds, hidden behind false walls or, even, heaps of logs, while they waited on better times.



Launch of F1

Not long after the end of the war, those same Alfetta 158 models were returned to Portello, carefully restored and prepared for a return to racing: and racing meant winning, even though circuits and championships were still in a very fragmented and provisional condition.

Between 1947 and 1948, Nino Farina came first in the Gran Prix of the Nations in Geneva; Varzi was first in the Valentino Grand Prix in Turin; and Tossi tore the competition to shreds

to triumph in the Gran Premio of Milan. The message was loud and clear: Alfa Romeo was still the car to beat.

The British Grand Prix, held at Silverstone in 1950, was the first of the eight races that constituted the first FIA Formula 1 World Championship. Various countries, which had been at war with one another only a few years earlier, were united in a single sporting event. It was an historic moment and it turned out to be an historic triumph for Alfa Romeo.



The first four places on the starting grid were occupied by four Alfetta 158 models. Giuseppe "Nino" Farina conquered the pole position, the fastest lap and the final victory. Second came Luigi Fagioli, and third Reg Parnell. The first F1 podium was monopolized by Alfa Romeo.

The 3 Fs Team

The combination of outstanding speed, handling and reliability made the 158 the ultimate achievement of motorcar technology of the moment. At its first launch in 1938, it had a 1.5-liter engine with a 185 horsepower compressor. For its second launch, after the war, the compressor became dual-stage and the engine reached 275 HP. By 1950 it had reached 350 HP (at 8,600 rpm).

Thanks to its extreme lightness, its weight/power ratio was only 2 kg/HP; a value that is still in line with



today's super sports car series.

Technical superiority brings victories. For the press, Farina, Fangio and Fagioli became the “the 3Fs team”, an unbeatable trio which demolished all rivals. The three Alfa Romeo aces won all the Grand Prix races they took part in, ending on the podium twelve times and achieving five fastest laps. As Giuseppe Busso, Alfa Romeo designer and collaborator of Colombo, put it later, “Our main problem was deciding which of the three drivers should win any given race”.



On 3 September 1950, for the Monza Grand Prix, Alfa Romeo tried out the technical resources of the Alfetta 159, actually developed for use in the following year's Championship. The new Alfetta made its debut with a victory. At the wheel was Nino Farina who thus became the first ever Formula 1 World Champion.

Alfetta 159

The following year, the championship was resolved only in the last race, at the end of a long duel between Alfa Romeo and Ferrari. After 17 years, the phenomenal Alfetta engine was reaching the end of its potential for further development, but during the 1951 races Alfa technicians managed yet again to wring out the last drops of extra power, reaching the milestone of 450 HP. Thanks to this achievement, and to Alfa's extraordinarily talented drivers, the 159 triumphed in the GPs of Switzerland, Belgium, France and Spain, with eleven podium finishes and the fastest lap in all seven of the races.



The “3 Fs” and their victories became mythical, and ended up by carrying Alfa Romeo to the silver screen.



The two most powerful Italian producers of the time (Dino De Laurentis and Carlo Ponti) chose the biggest stars of the moment (Amedeo Nazzari and a stunning Alida Valli) for the leading roles in “Ultimo Incontro” (English version, “Last Meeting”); a film set on Formula 1 racetracks and in the offices of the Alfa Romeo Racing Team. The writer Alberto Moravia collaborated on the script.

This film was released on 24 October 1951. Only four days later, Juan Manuel Fangio, driving the legendary Alfetta 159 won the Spanish Grand Prix and thereby became World Champion. The second consecutive victory led to Alfa Romeo winning the first two Formula 1 World Championships in history; at which point it could retire from Formula 1 unbeaten and devote itself instead to producing unbeatably beautiful road and sports cars. ///

LETTER TO THE EDITOR

LONG TAIL SPIDERS



I enjoyed the article about the Duetto Register and associated stories in the last edition of Alfa Occidentale (#37) with details of the 105 Spiders. There, as elsewhere, was frequent mention of the “Long Tail” Spider.

There’s a misconception that I’ve heard many times over the years, that the later “Square Tail” Spider design was achieved by chopping off the tail of the earlier version. This is not so. In fact, the earlier car is only 130mm greater in overall length of the car – less than the measurement of the bumper over-riders - which were not fitted to the later car. The later Spider had a deeper rear, making for a bigger boot as well as a more contemporary style.

Fortunately, from my photoshopped illustration (above), it is clear that the new design was not achieved by simply cutting off the tail of the Duetto – a most inelegant solution.

Paul Blank

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CLASSIC ALFA DASHBOARDS



AROCA WA member, John Reed, recently set up a Facebook page designed to let people know about the replica dashboards that he is now producing for early step-nose



Alfa Romeo 105 series coupés.

At present, John is only producing a right-hand-drive version of the dashboard and, as far as he knows, this is the only one that is currently available for a RHD 105. These dashboards are laid-up by hand in glass fibre composite. They also have a hand-painted wood grain finish which replicates the original dashboard.



John can also supply a replacement glovebox in fibreglass, together with a separate skin for the glovebox lid. This can be laid straight on to the metal lid once the existing vinyl is removed.

These dashboards can also be provided in grey primer or in a black crinkle finish; the latter being the style found in the 105 GTA.

Anyone building a GTA replica might want to note that John has available replica flared rear wheel arch sections similar to those used in the 1960s. These wheel arches were originally designed for the use of wider wheels in the 105 GTA.



Look for “Classic Alfa Dashboards” on Facebook or contact John directly to discuss his replica dashboards and other items for Alfa 105 series coupés.

Phone: 0423 785 740

Email: relianceperth@gmail.com



2020 CALENDAR UPDATES

EVENT	EVENT DATE	COORDINATOR & STATUS	COMMENTS
<i>Alfesta Toowoomba</i>	<i>Easter 2020</i>	<i>AROCA QLD</i>	<i>AROCA QLD cancelled the 2020 Alfesta.</i>
<i>Mount Ommanney</i>	<i>Saturday 4th April 2020</i>	<i>VSCCWA</i>	<i>Northam meeting was cancelled – it could be rescheduled later in 2020</i>
<i>Club run to Northam Motor Sport Festival, via Noble Falls Tavern.</i>	<i>Sunday 5th April, 2020.</i>	<i>Greg Smith.</i>	<i>The Club run and breakfast at Noble Falls Tavern could be rescheduled once new Northam meeting date is set.</i>
<i>Northam Flying Fifty</i>	<i>Sunday 5th April, 2020</i>	<i>VSCCWA</i>	<i>Northam meeting postponed until later</i>
<i>Dyno night at Steve Boyle's</i>	<i>Club's May 2020 meeting</i>	<i>Andrew Murray</i>	<i>This meeting deferred until later in 2020.</i>
<i>British car day raid to GinGin</i>	<i>Mid-May 2020.</i>	<i>Richard Peirce</i>	<i>No British car day raid in 2020</i>
<i>Point-to-point</i>	<i>Sunday 23rd May 2020</i>	<i>WA Sporting car club</i>	<i>6 month cancellation of competition events</i>
<i>Mount Clarence Hill Climb</i>	<i>Saturday 30th May 2020</i>	<i>VSCCWA</i>	<i>Meeting for 2020 cancelled. Now planning for 2021 event.</i>
<i>Albany round the houses long weekend</i>	<i>Beginning of June 2020.</i>	<i>Andrew Murray.</i>	<i>As above.</i>
<i>Early morning Sunday Run to Waroona</i>	<i>Sunday 14th June 2020</i>	<i>Ivan Olsen</i>	<i>Road trip from Fremantle scheduled down to Waroona for a picnic lunch</i>
<i>110th Anniversary Club Birthday Dinner, Acqua Viva on the Swan</i>	<i>Saturday 11th July 2020</i>	<i>Greg Smith</i>	<i>Ticket bookings are available at https://www.trybooking.com/609591</i>
<i>Wildflower run weekend</i>	<i>Late August or early September</i>	<i>TBD</i>	<i>Reconsidering event for early spring</i>
<i>AROCA WA AGM</i>	<i>First Tuesday in September</i>	<i>Andrew Murray</i>	<i>This date remains in place. Will be held at the WA Light car club in Bayswater</i>
<i>Port Dennison Sprint</i>	<i>27th September 2020</i>	<i>TSOA</i>	<i>Any change to the 6-month cancellation of events is yet to be announced</i>
<i>Two Oceans run</i>	<i>Late October</i>	<i>Rob Rowbotham, FLC</i>	<i>FLC is keeping options open. Event now seems likely to occur. Interstate members are booking accommodation.</i>
<i>Rotary Italian Car Day</i>	<i>Sunday 1st November</i>	<i>Andrew Murray.</i>	<i>Deferred decision until later in year</i>
<i>Annual Pasta Run</i>	<i>Sunday mid to late November</i>	<i>TBD</i>	<i>Deferred decision until later in year</i>
<i>Vintage Stampede</i>	<i>6th December 2020</i>	<i>VSCCWA</i>	<i>Change to the 6-month cancellation of events is yet to be announced</i>
<i>Annual Christmas lunch</i>	<i>Early December</i>	<i>TBD</i>	<i>Deferred decision until later in year</i>



AROCA WA REGULAR MONTHLY CLUB EVENTS

Classic Cars & Coffee is held at the University of Western Australia. The event has moved from its previous location down to the UWA Business School Carpark, further down Hackett Drive, Crawley. It has been run on Sundays from 08:30 until 10:30, but its scheduled date does vary from month-to-month. Its next Sunday meeting is on **28th June**, but it will be run twice that day as a social drive rather than a stationary event and it will require you to pre-book via Facebook. Future meetings are planned for July 12, August 16, September 20, October 11, November 15 and December 27 – and, with easing restrictions, it will revert to the usual Classic Cars & Coffee format.

Most months, the **AROCA WA club night** is held on the first Tuesday in the month. An August meeting is scheduled at the Light Car Club of WA following the announcement of eased stage 3 restrictions. Details of this event will be announced soon by separate email.

3RD SUNDAY INFORMAL RUNS TO CONTINUE

DATE: Every third Sunday of the month
TIME: 09:30am for coffee with a 10:00am tour departure
STARTING POINT: Boatshed café, South Perth. See: <https://goo.gl/maps/KVSxLuP4Atx>

This monthly event has been reinstated since WA government restrictions were eased.

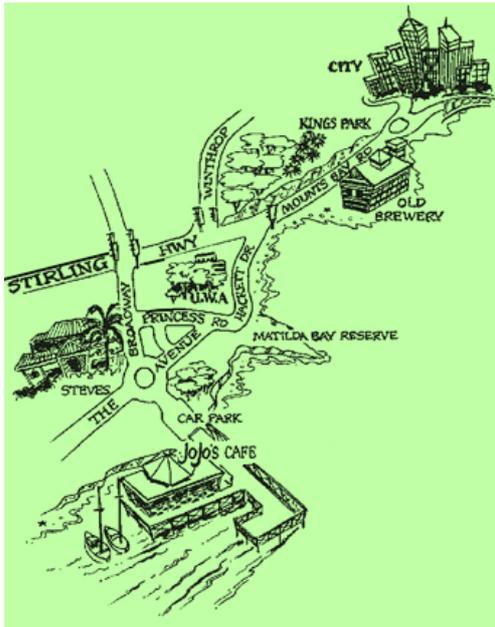
Every 3rd Sunday an informal run can start from the South Perth foreshore at 10:00AM. Park in the car park on Coode Street, near to the Boatshed café and the water ramp in the park. These informal trips depart soon after 10:00am. The run can commence once participants decide to depart from this starting point. Either individuals or groups can do this as soon as they like after 10:00. This event is an informal, but regularly scheduled AROCA WA event. It is a great opportunity for club members with concessionally registered cars to take their vehicles out for a run. Note any one of these 3rd Sunday runs could involve only one individual vehicle.

AROCA WA COMPETITION CALENDAR 2020

2020	Event	Organiser	Website
15 February	Barbagallo Twilight Sprint	Porsche Club	http://www.porscheclubwa.org.au/
8 March	Midvale Speed Dome	TSOA	https://tsoa-wa.com/events/
4 April	Mt Ommanney	VSCCWA	CANCELLED
5 April	Flying 50	VSCCWA	CANCELLED
23 May	Point to Point	WA sporting Car Club	CANCELLED
30 May	Mt Clarence Hill Climb	VSCCWA	CANCELLED
31 May	Albany Around the Houses	VSCCWA	CANCELLED
27 September	Port Denison Sprint	TSOA	https://tsoa-wa.com/events/ TBD
6 December	Vintage Stampede	VSCCWA	http://www.vscwa.com.au/ TBD



110TH ANNIVERSARY ALFA ROMEO BIRTHDAY DINNER



DATE: **Saturday 11th JULY 2020**

NOTE REVISED DATE

VENUE: Acqua Viva on Swan

TIME: Pre-dinner drinks at 18:30
Dinner Seating from 19:00

PRICE: Dinner cost is \$55.00 per person for current WA Alfa club members and their partners. It is \$75.00 for non-members.

BAR: A full bar is available.

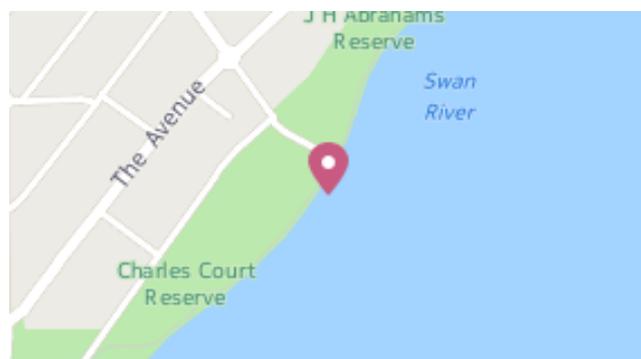
RESERVATION: Please make your reservation ASAP for the 2020 Birthday Dinner to be held on Saturday 11th July.

VENUE LOCATION: *Acqua Viva on the Swan is situated on Jojo's Jetty, at the Swan River end of the Broadway in Nedlands, 6009.*

INTERNET: www.acquaviva.com.au

View directions to Acqua Viva on the Swan at JoJo's.

[VIEW IN GOOGLE MAPS](#)



You can book for this dinner using TryBooking at either the club members' or non-members' price. Note that bookings will be closed at 5:00 PM on 6th July 2020.

<https://www.trybooking.com/609591>



Please advise if you have dietary restrictions here:

NO OF ATTENDEES: _____

FIRST NAME(S): _____

SURNAME: _____

PARTNER'S NAME: _____

MOBILE: _____ **EMAIL:** _____

DIETARY RESTRICTIONS :

(Please specify) _____

The dinner is priced at \$55.00 per person for members and their partners. This members and partners price does include a \$20.00 discount provided by the WA Alfa Club. Please note that non-members (or non-financial members) will be required to pay the full price of \$75.00 per head.

You can book for this dinner using TryBooking at either the club members' or non-members' price. Note that bookings will be closed at 5:00 PM on 7th July 2020.

<https://www.trybooking.com/609591>

If you suffer from any dietary restrictions, please complete the form above and email it to Greg Smith, the Club Secretary of AROCA WA at **AROCAWasecretary1@gmail.com**



2019 AROCA WA Club Champion, Sam Calabro is with Club President, Andrew Murray at the 2019 ALFA birthday dinner.



2020 GRAMPPIANS TOUR - NOW BOOKED OUT, BUT WAIT-LISTED



The 2020 'Grampians Alfa Tour' will be held in early November. This year, the tour will be an extended 8-day event that starts on Wednesday 4th November in Ballarat. After one night in Halls Gap, the tour will head into South Australia to attend the SA Auto Italia (Sunday 8th November).

En route to Adelaide, the tour will stop for one night at Rydges Hotel near the 'The Bend' racetrack at Tailem Bend. We will enjoy a few laps of this brilliant circuit - but no racing behind the pace car.

After the SA Auto Italia, on Monday 9th Nov. we drive to Victor Harbor via McLaren Vale. Tuesday 10th includes a drive along the Coorong to Robe. On Wednesday 11th, we travel through the Coonawarra wine district on a route that eventually takes us back to Halls Gap where the tour ends.

This year's Grampians Tour is a combined event with the AROCA Vic Goldfields Alfa Group and the AAAA (Alpine Alfisti Association of Australia)'s Spring Tour. As AAAA's Autumn Alfa Tour had to be cancelled due to COVID 19, we have made this November Alfa Tour a longer event. Note that attendees aren't required to attend the entire trip; but can chose sections to suit.

Numbers have been limited due to the size of some of the planned venues. Please note that this Tour is now booked out. However, if you are really interested, you could still be placed on a wait-list after you send an 'Expression of Interest' ASAP to Leon Cottle.

Leon Cottle
Mobile: 0407 680 384,
Email: imcot@netconnect.com.au



The Alfa Romeo Owners' Club of Australia (SA Division) Inc. presents:

Alfesta 2021

on the Fleurieu Peninsula!

The AROCA Nationals
return to South Australia

1st-5th April 2021

In 2021 Alfesta comes to McLaren Vale on the Fleurieu Peninsula, an internationally renowned wine region and gateway to some of South Australia's finest coastal, scenic and culinary experiences, not to mention home of the **FURCO FLEURIEU'S**.



For more information, go to:

www.alfesta2021.net

email: alfesta2021@alfaclubsa.org.au





FINANCIAL REPORT JUNE 2020

Opening Balance (c/f 16/04/2020)			\$ 3,997.03	
INCOME				
Memberships:	28/05/20	D. Fell	\$ 80.00	
	01/06/20	J. Rowe	\$ 80.00	
	08/06/20	T. Quinn	\$ 80.00	
	15/06/20	J. Ricciardo	\$ 80.00	
		S. Sugden	\$ 80.00	
		C. Cope	\$ 80.00	
		G. Smith	\$ 80.00	
		V. Trowell	\$ 80.00	\$640.00
Annual dinner	16/06/20	T. Harris	\$ 55.00	
Interest received			\$ 0.31	
Total Income			\$ 695.31	
PAYMENTS				
	21/05/20	Logo Pens (GRSmith)	\$ 627.00	
	16/06/20	Logo caps (GRSmith)	\$ 1,986.60	
	16/06/20	CMC of WA (subs for 20/21)	\$ 75.00	
Total			\$ 2,688.60	
NET MOVEMENT			- \$ 1,993.29	
CLOSING CASH BOOK BALANCE			\$ 2,003.74	
CLOSING BALANCE, WESTPAC (21/05/20)			\$ 2,003.74	
INVESTMENT ACCOUNT				
Opening balance (16/05/2020)			\$ 14,174.84	
Bank interest received (29/05/2020)			\$ 0.56	
Closing balance (20/03/2020)			\$ 14,175.40	
TOTAL FUNDS AVAILABLE			\$ 16,179.14	

Eddie Bernardi
Treasurer, AROCA WA
18th June, 2020



IT IS TIME TO RENEW YOUR AROCA WA MEMBERSHIP

Dear WA Alfisti and current AROCA WA members,

NOTICE TO CONCESSIONAL LICENSE HOLDERS: *Those AROCA WA members who make use of Western Australia's concessional licensing system to register their historic Alfa Romeos must remain as financial members of the club into each new financial year so that their vehicle's concessional license remains current.*

NOTICE TO NEW MEMBERS: The Alfa Club is seeking to increase the number of club members among Western Australian Alfisti.



Whether you wish to become a new AROCA WA member, or if you need to pay your AROCA WA Subscription for the upcoming financial year, please complete the information request shown over-page and pay your subscription amount to the club, following either of the methods outlined below.

The annual fee continues to be \$80.00 for the next financial year, 2020/21. **Please note that AROCA WA membership**

renewal for all existing members is due on the 30th June of each year.

You can either pay this subscription fee by cheque, making it payable to AROCA WA and then mailing it C/- The Secretary, AROCA WA, P.O. Box 8231, Perth BC, WA, 6849.

Alternatively (or from the club's point-of-view, preferably), you can pay the amount directly by making an electronic transfer into the club's bank account using the following details:

Account Name: AROCA WA.

BSB: 736-054

Account No.: 070313.

(Do note that if you are paying electronically, you should include your surname in the payment reference and also advise the club of your payment via an email.)

Membership Fee: \$80 (1st July 2020 - 30th June 2021)

Associate Mbr Fee: \$80 (1st July 2020 - 30th June 2021)

We look forward to seeing you at the WA Alfa Club's future events.

Andrew Murray.
President, AROCA WA.



FIRST NAME(S): _____

SURNAME: _____

PARTNER'S NAME: _____

ADDRESS: _____

_____. POSTCODE: _____

LANDLINE: _____ MOBILE: _____

EMAIL: _____

NEW MEMBER, CURRENTLY PAID-UP MEMBER (OR PAST MEMBER):

MEMBER NUMBER: _____

CURRENT MEMBER: YES NO

PAST MEMBER: YES NO

LAST YEAR AS AN AROCA WA MEMBER: _____

ALFA ROMEO (AND OTHER VEHICLES) OWNED:

Manufacturer	Type	Year	Colour	Registration OR Concession Plate # <i>(if applicable)</i>

Please complete the above form and email it to AROCA WA at secretaryarocawa1@gmail.com

IMPORTANT NOTE FOR THE CLUB'S CONCESSIONAL LICENSE HOLDERS:

If you are a concessional registration plate holder, note that data on your concession registration has to be provided annually by the club to fulfill Western Australian state regulatory requirements. The due date for this information provision falls immediately after 30th June. Therefore, be sure to renew your membership before the end of the financial year in order that your concessional vehicle registration remains current.



OWNER DECLARATION - CODE 404 CONCESSIONAL VEHICLE LICENCE

I declare that the vehicle, as listed below, is in factory standard specification. I acknowledge that, if the vehicle is modified, it no longer complies with the regulations and cannot be used under Code 404.

I understand that the onus is with the owner of the vehicle to ensure that the vehicle as listed complies with the regulations and that it is driven within the conditions applied under Code 404. The owner must at all times be a financial member of the Alfa Romeo Owners Club of Australia (WA Division) for the Code 404 registration to remain valid.

Name of Owner:.....

Alfa Club Membership number:.....

Vehicle Details:

Make:.....

Year:.....

Model:.....

Chassis Number:.....

Engine Number:.....

Registration Plate:.....

Signature

Date

If you own a concessionally registered vehicle, please complete this form and then email it to the attention of the Secretary of AROCA WA at secretaryarocawa1@gmail.com



DRIVING YOUR CONCESSIONALLY LICENSED ALFA

Dear AROCA WA Club Members,

The WA Alfa Club wants to remind you, particularly if you are a member who drives a concessionally licensed Alfa Romeo, that Code 404 concessional registration allows you to drive your car on *AdHoc* day trips. You can do this, provided you submit to the club a completed trip application form; a blank copy of which appears on the following page. Note that the DOT recently clarified that *AdHoc* trips can only be for a one-day duration. If you intend to be on a multi-day trip, then separate trip applications forms may be required for each day of the trip.

Additionally, you can still use your concessionally registered car for all of the following activities, and you can do so without the need to notify the Club beforehand:

- Taking your car out for repairs and maintenance.
- Driving within a 30km radius of the registered address for the purposes of routine maintenance (e.g., keeping the car running reliably, battery charged, refuelled, etc).
- Attending any advertised Alfa club event, or another Car Club's formally advertised event; presuming that these events are still formally running, subject to current virus restrictions.

The Club Committee recommends that you make best use of your Alfa during this now easing pandemic. However, be sure to carefully practice "social distancing", whenever you leave your car during that trip for sight-seeing, a coffee break, etc.

Regards,

Greg Smith
AROCA WA Secretary



“ D R I V E M Y C A R ”

THIS SIMPLIFIED SINGLE VEHICLE EVENT APPROVAL FORM IS FOR CURRENT AROCA WA MEMBER-OWNED CONCESSIONALLY REGISTERED VEHICLES

AROCA WA provides this club logging system solely for the use of currently financial AROCA WA club members who own vehicles which are concessionally registered under CODE 404. Completion of this form and providing a completed copy to the club secretary, enables club members to legally drive their vehicles at a “single vehicle event” such as to a wedding, picnic, country drive, etc. Note that multiple forms should be provided for any multiple-day events.

MEMBER’S FIRST NAME(S): _____

MEMBER’S SURNAME: _____

MOBILE PHONE: _____

AROCA WA MEMBER NUMBER: _____

VEHICLE TO BE DRIVEN:

VEHICLE	BUILD YEAR	REGISTRATION PLATE	CONCESSIONAL REGO. @ AROCA WA

TRIP DETAILS:

TRIP DATE: _____
(DD / MM / YYYY)

DESCRIPTION: _____
Purpose of trip in a few words only.

Prior to undertaking any single vehicle trip, be sure to complete and email this simplified form to AROCA WA, where this trip will be logged by the club. (secretaryarocawa1@gmail.com)

After sending your completed form to the AROCA WA club secretary, you should also print out a filled-in copy of this form. Be sure to keep it with you in your vehicle during your trip.

Additionally, you should note that it is a condition of Code 404 that you remain a financial car club member at all times. Please be aware that, otherwise, if stopped, you will be personally deemed to be] unlicensed.



MEMBERS' PROFILES PUBLISHED IN PAST MAGAZINE ISSUES

In many of the club's past issues of Alfa Occidentale, profiles were published of individual Alfa Club members, both long-term and new, mostly from the WA Division, but with some from elsewhere also included. Please find below a full listing of these profiles and where to find them.

Please also note that back copies of Alfa Occidentale issues, and, therefore, of all of these profiles, can be found at the club's website <https://www.alfclubwa.com.au/newsletters/>

Profile	Issue #	Page	Comments
Glen Phillips	5	22	<i>Glen is AROCA WA's life member #2. He is claimed as a club hero by both the WA Alfa & WA Fiat/Lancia clubs. Each club is surprised by how much Glen is also involved in the other.</i>
Bruce Thomas	6	20	<i>Bruce is an AROCA WA foundation member. He has owned his beautiful green 105 GT since he bought it brand new while he was working in the UK.</i>
Norm Craven-Kelly	7	15	<i>In this article, Bruce Thomas recalls the late "Il Presidente", a key founding member in both the Vic. & WA AROCA divisions and a larger-than-life character.</i>
John Schoen	9	17	<i>Past AROCA WA club champion and the present or past owner of so many Alfas, John reviews his life involving classic sports cars.</i>
John Court	12	21	<i>Renovator of Alfas, classic British cars and an owner of old military vehicles, many of which he keeps in his own lock-up factory, south of Fremantle.</i>
Andrew Murray	13	24	<i>Andrew is the present AROCA WA president. The owner/past owner of very many important Alfas and other classic cars. He is the club's walking encyclopaedia on all matters Alfa Romeo – and especially if these matters might concern any 105s.</i>
Michael Barrenger	15	8	<i>Michael Barrenger writes about his "Alfettish" and how he has acquired his much sought-for cars which are now in renovation or at various levels of modification.</i>
Leon Cottle	18	21	<i>The AGOG founder (Alfa GT Owners Group), AROCA Vic Goldfields group convenor and a serious Alpine Alfisti, Leon drives his cherished 3.2L GT everywhere.</i>
Greg Smith	19	13	<i>Greg recalls his Alfa 75 QV ("Milano") in the snowy winters of New Jersey and its sad demise on the NJ Turnpike (on his birthday!)</i>
Ivan Olsen	19	15	<i>AROCA WA past president, Ivan, rallied an Opel in wintry Scandinavia before buying his first Alfa after he arrived in Perth in 2009.</i>
Ugo Sivocci	25	13	<i>This Alfa racing driver of the early '20s was an originator of the Quadrifoglio Verde badge. The absence of that lucky charm coincided with his death while driving.</i>
Keith Martin	28	8	<i>The founder of "Sports Car Market" magazine, long time multiple Alfa owner, famous US car concours judge and appraiser, talks about suffering a recent stroke.</i>
John Reed	33	7	<i>Former Royal Navy engineer, John has built a 105 GTA replica and has also fully renovated his favourite Giulia Sprint GT – not just once, but twice!</i>
Paul Blank	34	10	<i>Paul is a confessed lover of all types of classic cars, the owner of many, and an Alfa owner too. He is WA's classic motoring events organizer extraordinaire.</i>
Keith Martin (update)	35	24	<i>Keith describes how he really needs to replace his long preferred manual Alfas with automatic classic cars due to the limitations caused by his stroke.</i>
Rachelle Domansky	36	10	<i>Rachelle says: "At last, a female is profiled among all those male Alfa car addicts!" She owns a white Duetto named "Audrey". Her interview appears in issue 36.</i>
Piero Pagano	37	13	<i>Piero is a new WA AROCA member, but his love of cars started very early. His career has always been in automotive electrics.</i>
Scott McKivett	38		<i>Scott is also new to AROCA WA. He is an auto mechanic with a life-long love of cars and is currently restoring his 1973 105 GTV.</i>
Someone you know ?	When?		<i>Note that Alfa Occidentale is very keen to interview other Alfa Club members as this series of member profiles continues.</i>